Chapter Two:
Issues and Opportunities

2.1 Existing Land Use

The inventory of existing physical conditions paints a descriptive picture of the current utilization of existing properties within the English Avenue study area. The analysis utilized a Geographic Information System derived from the City of Atlanta as well as information provided by field surveys conducted by the planning team and interns from the Spelman College/Project Safe Neighborhood Initiative. The purpose of gathering the existing physical conditions is to ensure that future development builds upon and addresses existing issues as well as provides a picture of the area from which to begin discussion and ultimately build consensus during the visioning workshop.

English Avenue CRP Update Study Area has a total land area of 397 acres of land with 1659 parcels and 981 structures compared to the 270 acres, 1478 parcels surveyed in the 1998 CRP (data obtained from the Georgia Tech 1995 Survey). Per the existing conditions assessment, the most prevalent land use is residential in various degrees of density. Single family housing accounts for 19% (33% in 1998) of the land area mostly concentrated in the core of the neighborhood (south of Donald Lee Hollowell, east of Lindsay Street, north of Simpson Road and west of Walnut Street.) Low density residential consisting of duplexes and 4 to 6 unit brick structures makes up 6% of land area scattered through out the neighborhood. Several aging medium density residential structures are located along the periphery of the neighborhood including the Atlanta Housing Authority's Herndon Homes. The Metro Point Lofts on Marietta Street and the Gateway Apartments on Northside Drive are the only high density residential developments in the study area. Compared to the 1995 Georgia Tech Survey, the percentage of land area designated for residential development has decreased by 21%.

Existing Land Use Statistics

Land Use	Acres	Parcels	% Land Area
Vacant	75.6	534	19%
Single Family	73.4	622	19%
Parking	39.4	141	10%
Open Space	2.3	3	1%
Office/ Institution	55.4	73	14%
Mixed use	2.1	4	1%
Med Den. Res	20.0	19	5%
Low Den. Res	24.0	139	6%
Low Den. Com	17.9	73	5%
Industrial	65.5	41	17%
High Den. Res	21.0	10	5%
TOTAL	396.6	1659	100%
Total structures		981	

The Industrial properties including Better Brands, Georgia Power and an abundance of auto repair shops, production facilities and salvage yards, comprise of 17% of the study area. The Georgia Tech technology center, North Yards Business Park and several faith-based institutions contribute to the 14% of the land area currently utilized as office/ institutional.

Despite the current utilization of developed land in the English Avenue study area, an astonishing 19% of the land area is vacant land scattered throughout the community. The percentage of vacant land has decreased by 4% since the 1995 Georgia Tech Survey.

2.2 Current 15-Year Land Use

The City of Atlanta utilizes a 15-year land use policy to guide future growth and development in the City while protecting an promoting the quality of life for its residents. These policies are created and updated to ensure that the land resources in the City can accommodate development patterns that promote housing, natural resources and public spaces, and economic development that is consistent to the goals and objects of the City.

The Study Area current 15-year land use is illustrated in Figure (2.2). The land uses within the core of the study area contains a variety of residential categories with single family residential dominating and low density residential along Lowery Boulevard and medium density residential scattered along the periphery of the single-family areas. Mixed use developments concentrated along the railroad corridors, along Northside Drive and north of Donald Lee Hollowell. Simpson Road includes low density commercial with a mixture of different uses along the corridor.

Figure 2.1:
English Avenue Existing Land Use

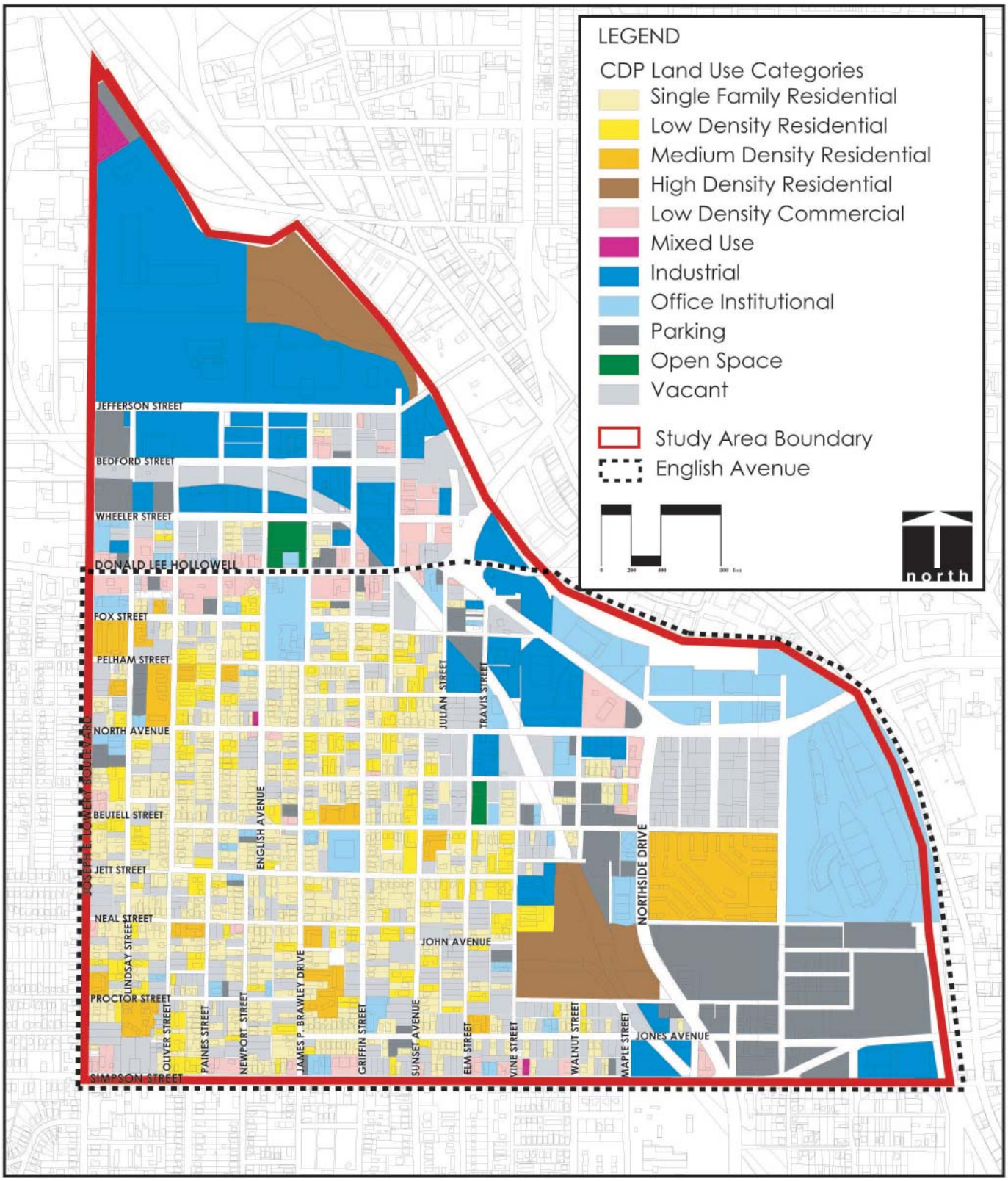
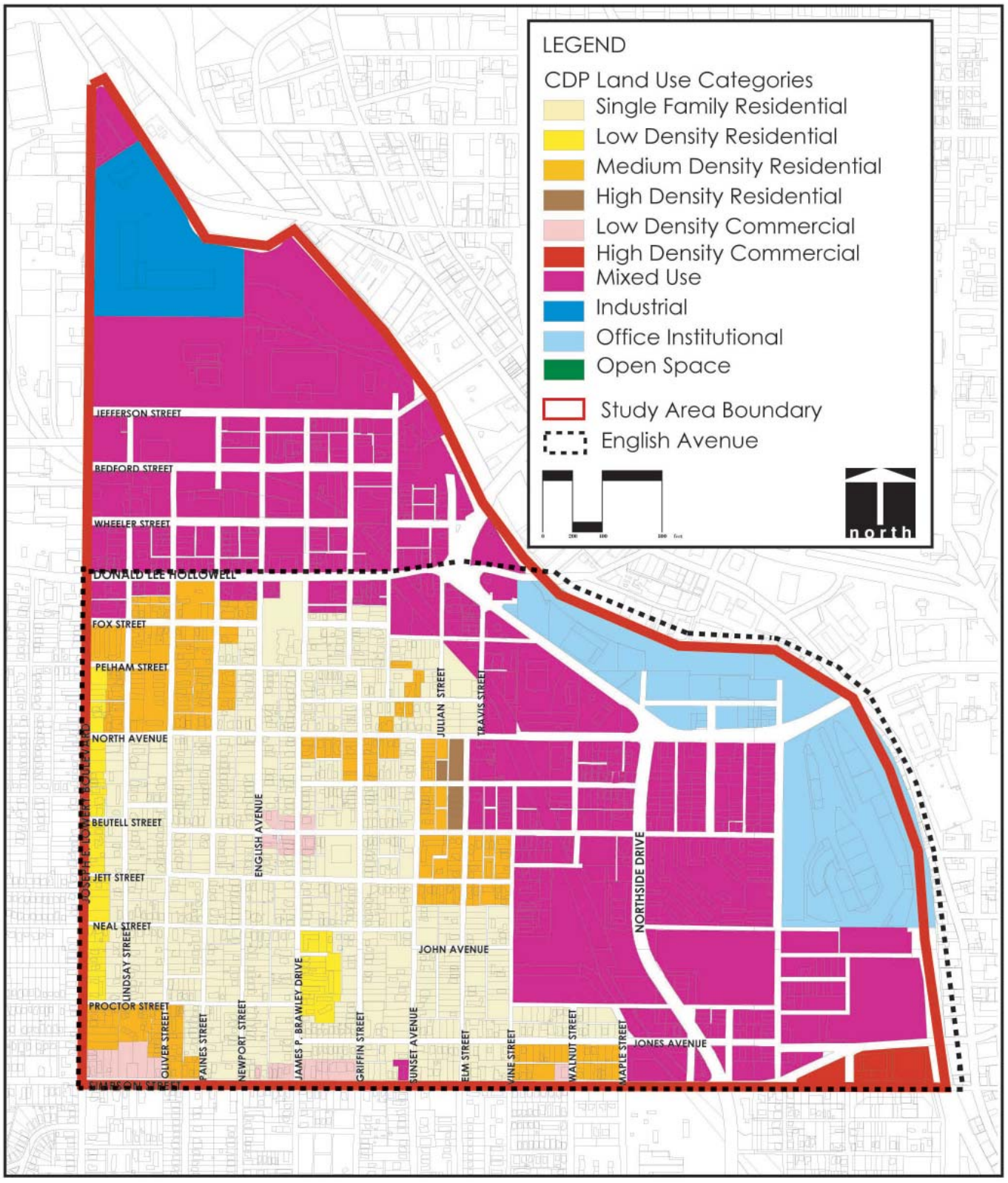


Figure 2.2
English Avenue CDP 15-year Land Use



2.3 Existing Zoning

Over the past 5 years, the English Avenue CRP Study Area has seen dramatic improvement along the corridors that form a fringe around the neighborhood. Unfortunately, the core has seen little improvement and in fact has actually experienced widespread disinvestment.

This plan is an opportunity to implement a vision through updated land use, design guidelines and zoning controls for the area. Neighboring communities have recently undertaken the same process of planning and zoning enforcement such as Downtown and Vine City. It is vital to this area of the City to continue to establish policy that promotes change that is enforceable and predictable.

Zoning updates and changes are needed for all properties within the Study Area so as to ensure a consistent quality of development for the entire area. The following is a baseline analysis of the existing zoning in the Study Area:

The core of English Avenue is single-family residential. This area is predominantly zoned R4-A (Single-Family Residential) with scattered areas of R5 (Single-Family and Duplex) and RG-3 (Multifamily Residential) and RG-4 (Multifamily Residential). In most instances, single-family homes line narrow streets with narrow and often shallow lots. On-street parking characterizes much of the parking provisions for the single-family homes. Multi-family structures are primarily older in age and 2-3 stories in height. There is a need to strengthen the building inventory and housing stock with upgrades, renovations and preservation.

Simpson Road forms the southern boundary of the study area. The corridor is characterized by very low density commercial and single-family structures that are predominantly older in age and in poor condition. The corridor is ripe for reinvestment and redevelopment and provides an ideal opportunity for neighborhood commercial uses and retail to parallel single-family residential.

Northside Drive and Marietta Street form the corridor to the east and north that frame in the remainder of the study area. These corridors have experienced the greatest amount of change and investment in the past 5 years. The corridor is characterized primarily by I-1 (Light Industrial) and I-2 (Heavy Industrial) uses in addition to C-1 (Commercial Business), C-2 (Commercial Service) and C-3 commercial uses and RG-3 (Multifamily Residential) and RG-4 (Multifamily Residential) apartment complexes. Georgia Tech has built a new institutional facility and several new multi-family developments have recently been constructed as well. Otherwise, the corridor is still made up of older structures and low-density developments on these major corridors. In addition, the Northside Drive Corridor Study, Vine City Redevelopment Plan and Upper Westside LCI Plan have all called for the densification and improved development along Northside Drive and the future land use and zoning of this plan must look to continue that planning.

The current conventional zoning districts of the English Avenue area do not successfully equip the City of Atlanta or the English Avenue neighborhood to implement the vision for future development. Conventional zoning districts allow for the status quo and do not incentivize nor regulate development to achieve what is envisioned by the community and this planning process. New zoning must be adopted for this area to fully achieve land use and development goals and objectives and to fully implement the vision as articulated by the neighborhood through this vital planning process.

2.4 Building Conditions

An assessment of the physical condition of structures within the Study Area was conducted to provide an overview of physical stability of the existing buildings. The physical condition assessment was based on the overall observation of the exterior during a field survey without taking into account interior renovations or unseen probabilities. The buildings for this study were evaluated based on four categories following within the following guidelines:

Standard: Building in sound condition or requires only minor repairs such as painting and landscaping.

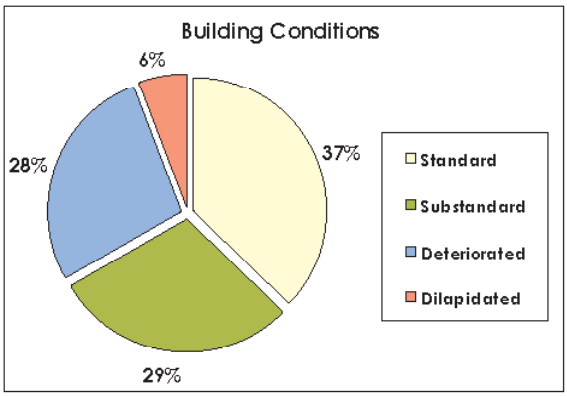
Substandard: Building requires some level of general repair (i.e. renovation cost $5,000 - $15,000 for a single-family house)

Deteriorated: Building requires major repairs such as a new roof, foundation, siding or windows (more than three identified problems; renovation cost $15,000 - $45,000)

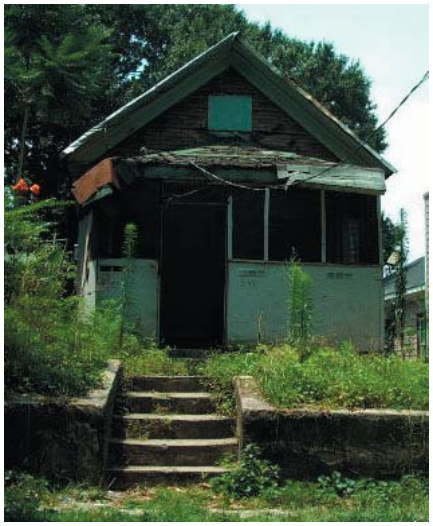
Dilapidated: Building needs extensive rehabilitation and may require demolition (renovation cost is greater than $45,000)

According to the building condition assessment, 37% of the structures are in standard condition while 29% require minimal repair and/or facade improvements. In addition, 28% of the structures are classified as "deteriorated" thus requiring significant levels of rehabilitation while 6% are potential public safety hazards or "dilapidated". In conclusion, 63% of the structures require some level of rehabilitation

Existing Building Conditions Statistics



Dilapidated Structure



and this assessment identifies properties contributing to "Development Opportunities" and helps quantify the magnitude of rehabilitation assistance needed to stabilize the neighborhood.

2.5 Building Occupancy

Each parcel containing a structure within the Study Area was checked for signs of occupancy based on visual evidence of habitation. The following designations were used to evaluate building occupancy:

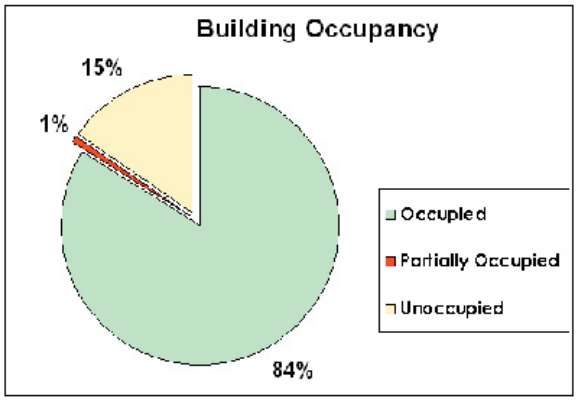
Occupied: This designation is based on clear evidence of habitation with indicators that include a well-maintained yard, cars parked the driveway, curtains in the windows, the presence of children's play equipment, the presence of mail, newspapers, etc. Commercial/ Industrial structures were assessed based on signs of business, employees and cars in the parking lots.

Unoccupied: This designation is based on clear evidence of the lack of legitimate occupants including a for-sale or for-rent dwelling or structure, missing or broken doors or windows, clear abandonment, being boarded up, etc.

Partially Occupied: This designation was applicable only to buildings designed to house two or more tenants such as duplexes and commercial structures. As above, it is based on evidence of habilitation by legitimate occupants and uses the same criteria.

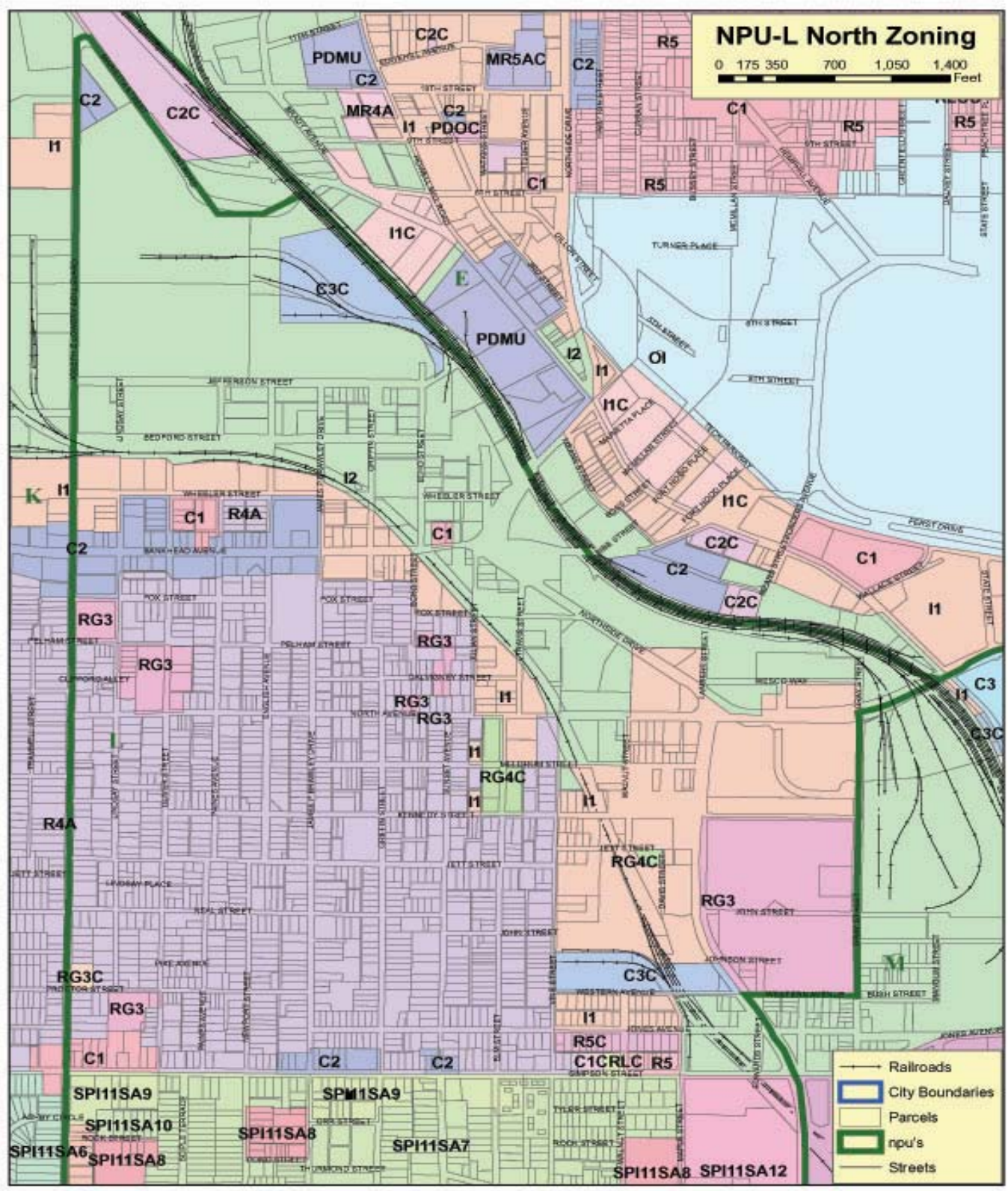
The existing occupancy assessment yielded 83% occupied structures in English Avenue. Over 16% of the structures appear to be unoccupied or partially occupied which contribute to the sense of overall neglect and disinvestment in the community.

Existing Building Occupancy Statistics



Unoccupied Structures

Figure 2.3
English Avenue Existing Zoning
Source: City of Atlanta Bureau of Planning



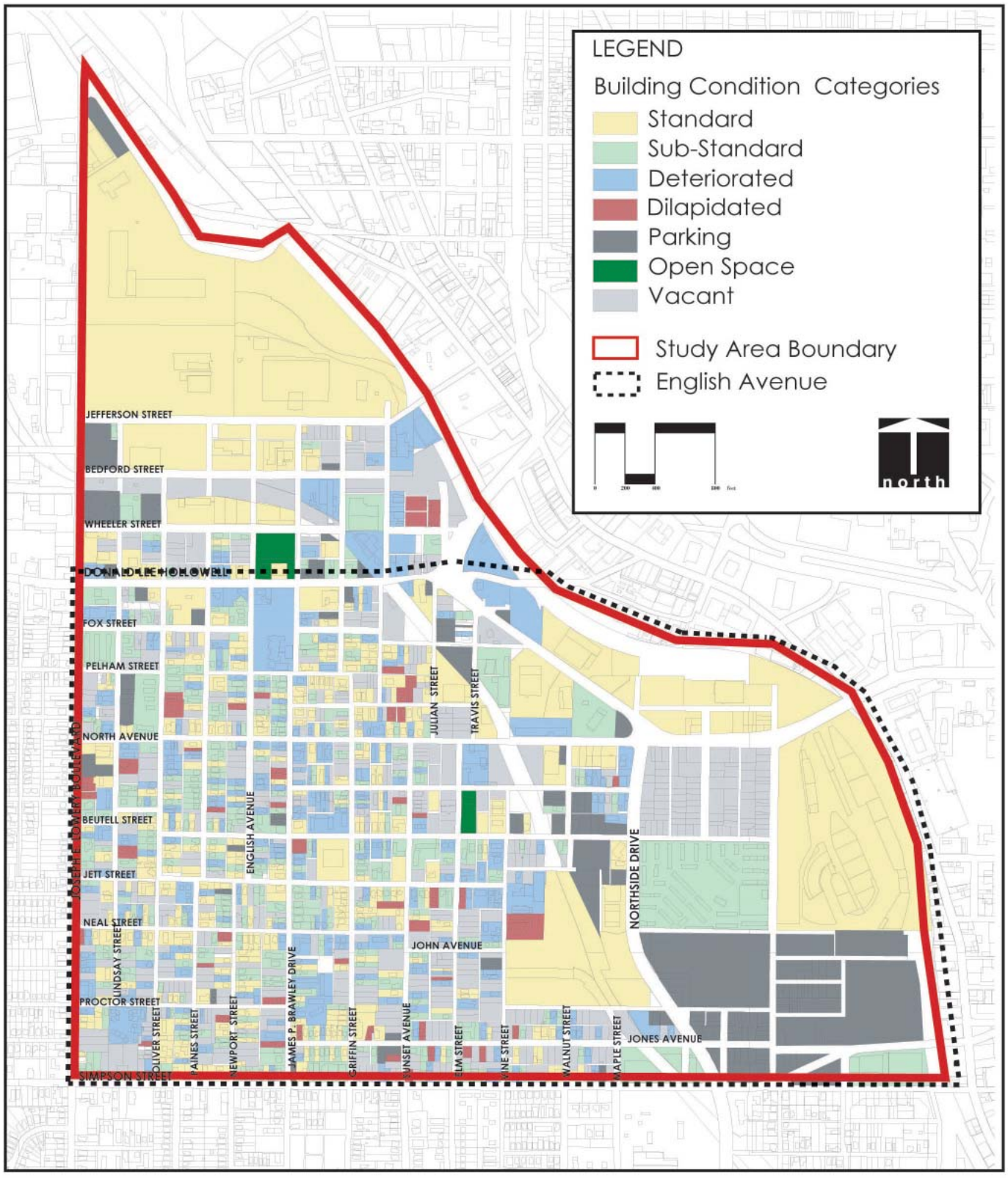
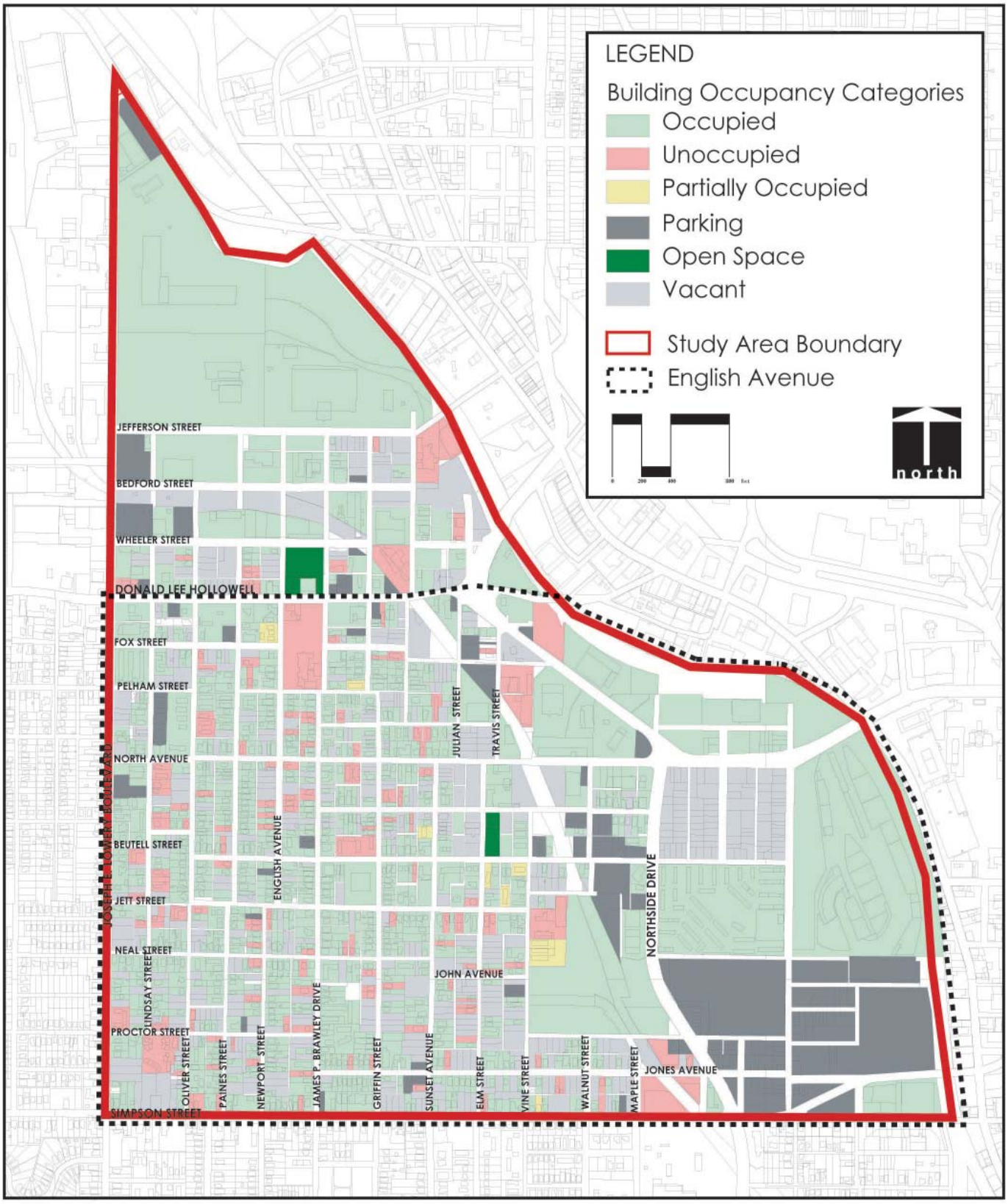

LEGEND
Building Condition Categories
Standard
Sub-Standard
Deteriorated
Dilapidated
Parking
Open Space
Vacant
Study Area Boundary
English Avenue
north
JEFFERSON STREET
BEDFORD STREET
WHEELER STREET
DONALD LEE HOLLOWELL
FOX STREET
PELHAM STREET
NORTH AVENUE
BEUTELL STREET
JETT STREET
NEAL STREET
PROCTOR STREET
SIMPSON STREET
JOSEPH E. LOWERY BOULEVARD
LINDSAY STREET
OLIVER STREET
PAINES STREET
NEWPORT STREET
ENGLISH AVENUE
JAMES P. BRAWLEY DRIVE
GRIFFIN STREET
SUNSET AVENUE
JULIAN STREET
TRAVIS STREET
ELM STREET
PINE STREET
WALNUT STREET
MAPLE STREET
JOHN AVENUE
JONES AVENUE
NORTHSIDE DRIVE

Figure 2.5
English Avenue Existing Building Occupancy



2.6 Transportation and Circulation

Roadways

The existing transportation system within the English Avenue study area includes a network of state and local roadways serving residential, business and regional transportation needs.

The dominant roadway in the study area is Northside Drive (US-19/SR-9), a principal arterial which runs along the east side of the study area from north to south. Northside Drive is a six-lane roadway with dedicated left turn lanes at intersections. Northside Drive is a major regional arterial, and a large portion of the traffic along the corridor is regional pass-through traffic. The other principal arterial in the study area is Donald Lee Hollowell Parkway (US-78/278 /SR-8), formerly Bankhead Highway, Donald Lee Hollowell Parkway is a four-lane roadway. Joseph E. Lowery Boulevard, formerly Ashby Street, is a minor arterial and the western boundary of the study area. There are two collector roads in the area, Simpson Street and James P. Brawly Drive. Simpson Street, which forms the southern boundary of the study area, separates the English Avenue neighborhood from the Vine City neighborhood is a four-lane roadway. James P. Brawley Drive is an interior local two-lane street that roughly divides English Avenue in half on a north south axis.

Roadway Level of Service is an engineering construct to explain the quality of vehicular movement on a road using a letter grade ranging from A to F, where A is the least congested and F is the most congested. Level of Service (LOS) on arterials and collectors in the English Avenue study area is generally "D" or better with some intersection delay on Northside Dr., and Donald Lee Hollowell Pkwy. during normal peak period traffic. Northside Dr. also has some event traffic from the Georgia World Congress Center, Georgia Dome, the Atlanta Aquarium, and events held at the Georgia Institute of Technology. Traffic volumes on interior local streets are generally low (<1000 ADT). The arterials in the English Avenue Study Area currently operate at relatively high levels of service and have the capacity for additional traffic volumes associated with higher level of development. Interior streets have limited capacity and would best serve lower density residential use.

Many streets internal to the neighborhood are narrow (<=24') with limited right-of-way. Generally, on-street parking on internal streets is permitted. Streetlights are present but have limited illumination and there are no pedestrian lights. There are a number of missing street signs, and no monumentation, entry markers or gateways identifying the neighborhood. Traffic controls within the neighborhood are limited to stop signs. There are no existing traffic calming installations but the narrowness of the streets, on street parking, limited set backs, and neighborhood activity generally keep vehicles moving slowly through the neighborhood.

Street Condition

Generally, the streets are in fair or better condition; some are unpaved, contain potholes and lack striping. Many streets are incomplete (don't carry through between other existing streets) or have reduced curbs, due to resurfacing without milling off excess pavement at the curbline. Unpaved or incomplete streets include:

- Meldrum St. from Walnut St. to Sunset Ave. is unpaved
- Vine St. from Meldrum St. to Kennedy St. is unpaved
- Lindsay Pl. NW is unpaved Oliver St. to Lindsay St.
- Pelham St.. NW is unpaved west of Lowery Blvd. to east of Lindsay St.

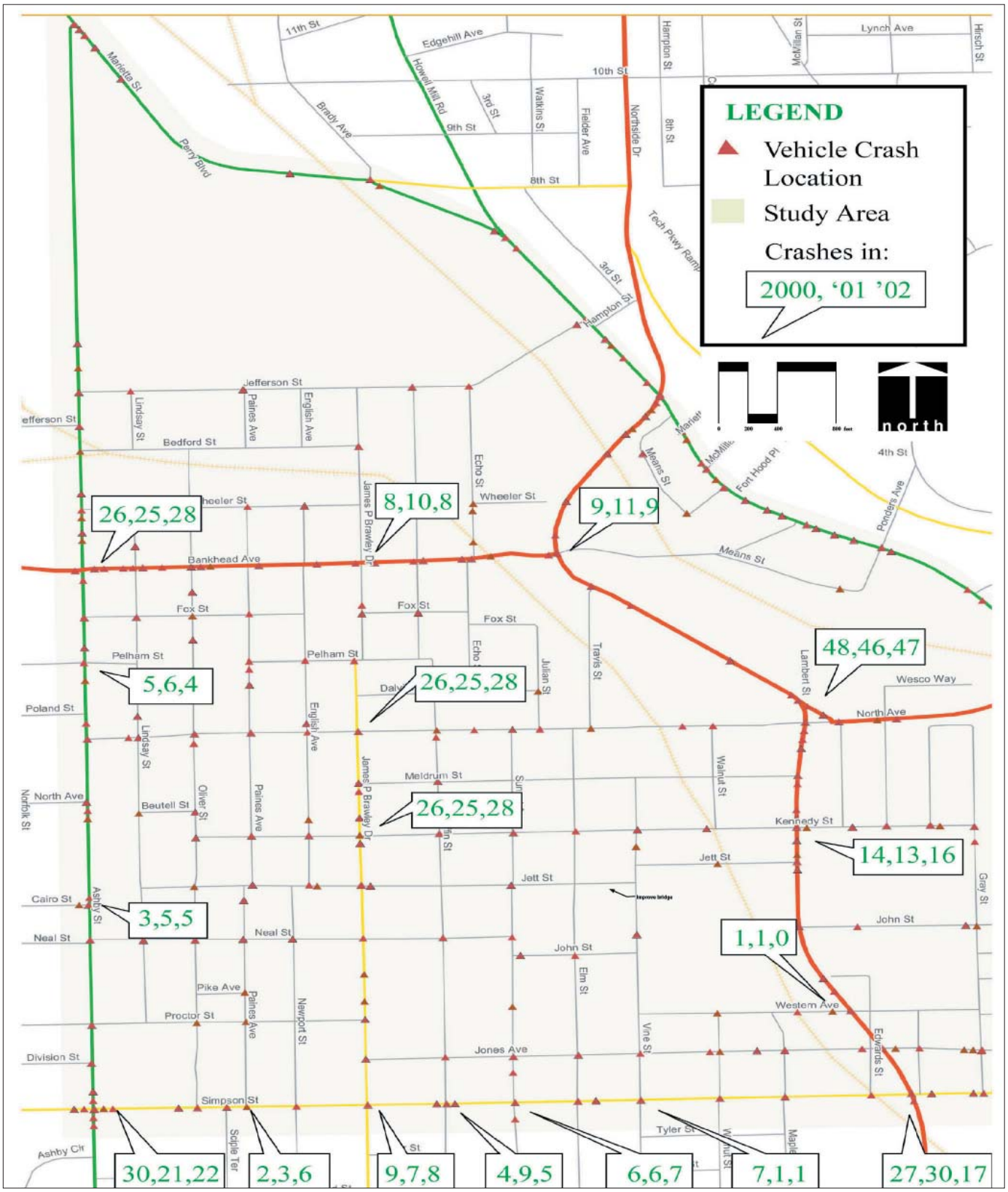
Unpaved Road: Vine Street

Pedestrian Facilities

Perimeter arterials and collectors; Northside Drive, Donald Lee Hollowell Parkway, Lowery Boulevard, and Simpson Street, have sidewalks and painted pedestrian crosswalks at crossings, and signalized intersections have pedestrian signals. Although there are areas where the sidewalk system is relatively complete, the English Avenue neighborhood has an incomplete sidewalk grid. Internal to the neighborhood there are many segments of missing sidewalk. Many sidewalks are in poor condition, overgrown, or covered in leaves and debris. Sidewalks are generally narrow (<=4'), and there are no formal walking trails or paths. There are no pedestrian lights, benches, or other pedestrian amenities. Some private alleyways are used as short cuts by pedestrians.

Due to the generally narrow rights of way for internal streets (<=30 ft.), opportunities for improved streetscape are limited. Some of the better opportunities for continuous

Figure 2.6
Pedestrian vs. Vehicle Crashes



streetscape appear to be on Kennedy St., James P. Brawley Drive, and North Ave. There are large electrical transmission line poles on James P. Brawley Drive that may somewhat limit improved streetscape opportunity. Perimeter arterials have more available right of way for streetscaping.

Pedestrian safety issues for the English Avenue neighborhood can be seen in Figure 2.6. Serious pedestrian accidents including one fatality, tend to occur on arterials along the perimeter of the neighborhood, with the majority occurring on the western half of Simpson St.

Bicycle Facilities, Trails and Greenways

There are currently no bicycle facilities within or near the English Avenue study area. Bike lanes are being created on Ivan Allen Boulevard as it is extended to the west from Luckie Street to Northside Drive, just east of the study area at Simpson Street. The City of Atlanta has plans for a West End Rail Multi-Use Trail that will start to the west of the study area on Simpson Street and run south and east to Pryor Road. There may be a potential to connect from the bike lanes on Ivan Allen to the Westside Trail through or near the English Avenue study area. The PATH Foundation has plans for a Westside Trail. The abandoned section of former CSX rail line that runs through the English Avenue neighborhood might be an ideal trail or greenway.

Transit

Transit service in the English Avenue study area is provided by the Metropolitan Atlanta Rapid Transit Authority (MARTA). There are no transit shelters or other transit stop amenities in the neighborhood. A map of transit services in and near the English Avenue study area provides weekday operating statistics for transit routes serving the English Avenue neighborhood.

The English Avenue neighborhood lies roughly one half mile to the east of the proposed alignment of the Atlanta Beltline. The Beltline Redevelopment Plan, recently approved by the City of Atlanta, Fulton County and the Atlanta School Board, consists of a 22 mile loop of parks paths, and transit along with significant proposed mixed-use redevelopment on under-utilized adjacent land. Proposed Beltline redevelopment areas have been concentrated into 12 "Nodes", one of which is centered on Simpson Street. The Beltline Project will include significant investment in transit, with a proposed fixed-guideway transit system along the BeltLine loop, and potentially a new infill MARTA Station at Simpson Street. Increased vehicular traffic from potential redevelopment at the Simpson Street node is projected to increase vehicular traffic on Simpson Street between 8% and 18%, and on Joseph Lowery Blvd. between 4% and 16%. Development along the BeltLine, and additional development along Northside Drive, will encourage additional transit services to be provided in the area.

Vehicular Crash Analysis

Vehicular crashes in the English Avenue study area were researched using GDOT crash records from 2000 through 2002. Crash rates were calculated for key intersections in the study area, and crash rates were determined for road segments.

Intersections with significant crash occurrences (crashes in 2000, 2001, 2002) include:

- Northside Drive at:
  - Lambert St./North Ave. (48, 46, 47)
  - Simpson St. (27, 30, 17)
  - Kennedy St. (14, 13, 16)
  - Hollowell Parkway(9 , 11 , 9)
- Simpson Street at Lowery Boulevard (30, 21, 22)
- Hollowell Parkway at Lowery Boulevard (26, 25, 28)

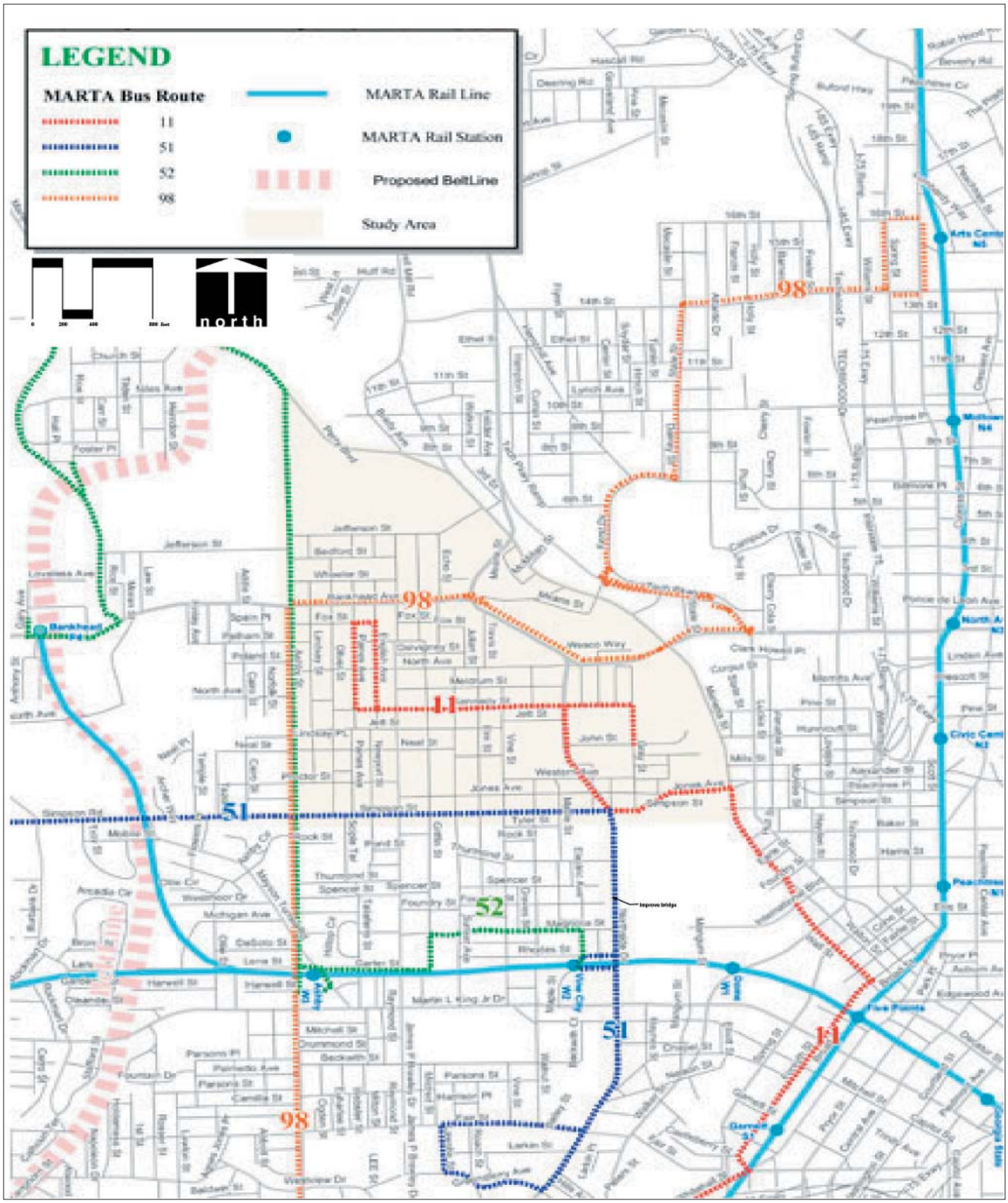
Road segments with significant crash occurrences (crashes in 2000, 2001, 2002) include:

- Simpson Street from Lowery Boulevard to Northside Drive (96, 83, 78)
- Northside Drive from North Avenue to Simpson Street (84, 81, 68)
- Hollowell Parkway from Lowery Boulevard to Northside Drive(60, 50, 52)
- Marietta Street from Lowery Boulevard to Northside Drive(50, 53, 59)

MARTA Bus Weekday Operating Statistics

Route	Route Name	Rail Stations	Service Hours		Frequency (Minutes)		
			From:	To:	Peak	Base	Night
11	English Avenue	Five Points	5:00 A.M.	11:30 P.M.	20	40	40
51	Simpson/ AUC	Vine City (W2) West Lake (W4)	5:00 A.M	11:30 P.M.	25	25	25
52	Knight Park	Bankhead (P4) Vine City (W2)	5:20 A.M	11:30 P.M.	60	60	60
98	West End/ Arts Center	West End (S2) Arts Center (N5)	6:30 A.M.	8:30 P.M.	40	40	40

Figure 2.7
MARTA Bus Routes



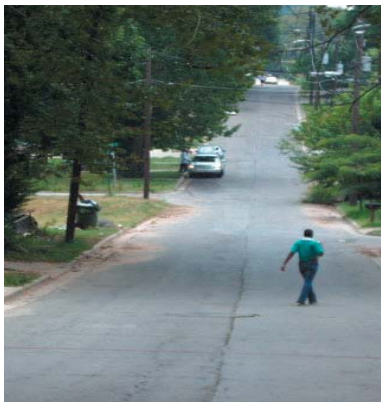
2.7 Urban Design Issues

The English Avenue CRP Study Area contains two predominant land patterns within the study area. The interior of the neighborhood consists mostly of small blocks, narrow streets, (craftsman-style) single family homes and large tree canopies. Conversely, the periphery of the neighborhood to the north, east and south is made up of large institutional, industrial and low-density commercial parcels. The interior small-block grid is fairly regular, but has a handful of connectivity issues including dead-end streets, abrupt jogs and "unofficial" streets (i.e. alleys that provide access but are not "official" streets).

Abandoned Alley

There are significant amounts of grade change as well as an abandoned rail line that can be found passing over several of the main east-west streets. A significant amount of vehicular traffic exists along Northside Drive (to the east) and fair amounts along Simpson Road and Hollowell Parkway (to the south and north, respectively). The main vehicular intersections are all along Northside Drive – at Hollowell Parkway, North Avenue and Simpson Road (also "gateways" to the study area). There is a lot of pedestrian traffic within the neighborhoods, but many of the pedestrian facilities such as sidewalks are either absent, in poor condition or extremely narrow. Immediately to the east of the neighborhood are impressive views to downtown Atlanta.

Lack of Pedestrian Facilities



2.8 Development Opportunities

In order to identify potential development opportunities within the study area, existing conditions maps such as Building Conditions, Building Occupancy and Land Use were compared against each other, existing (underway) development projects were highlighted and under utilized land parcels were identified. Overall, the interior of the neighborhood consists of an extremely high amount of vacant land/ buildings, indicating opportunities for parcel consolidation (and redevelopment) and infill housing. The fringe of the neighborhood along Hollowell Parkway, Northside Drive and Simpson Road contain many large low-density commercial, institutional, industrial and vacant land areas.

While many of these parcels present themselves as long-term expansion areas for institutions such as Georgia Institute of Technology and Georgia World Congress Center, others are ideal for large, mixed-use and mid- to high-density residential developments. There is also a smattering of vacant historic structures throughout the study area which could be appropriate for adaptive rehabilitation.

Vacant Lot

Saint Mark A.M.E. Church

Figure 2.8
Urban Design Issues

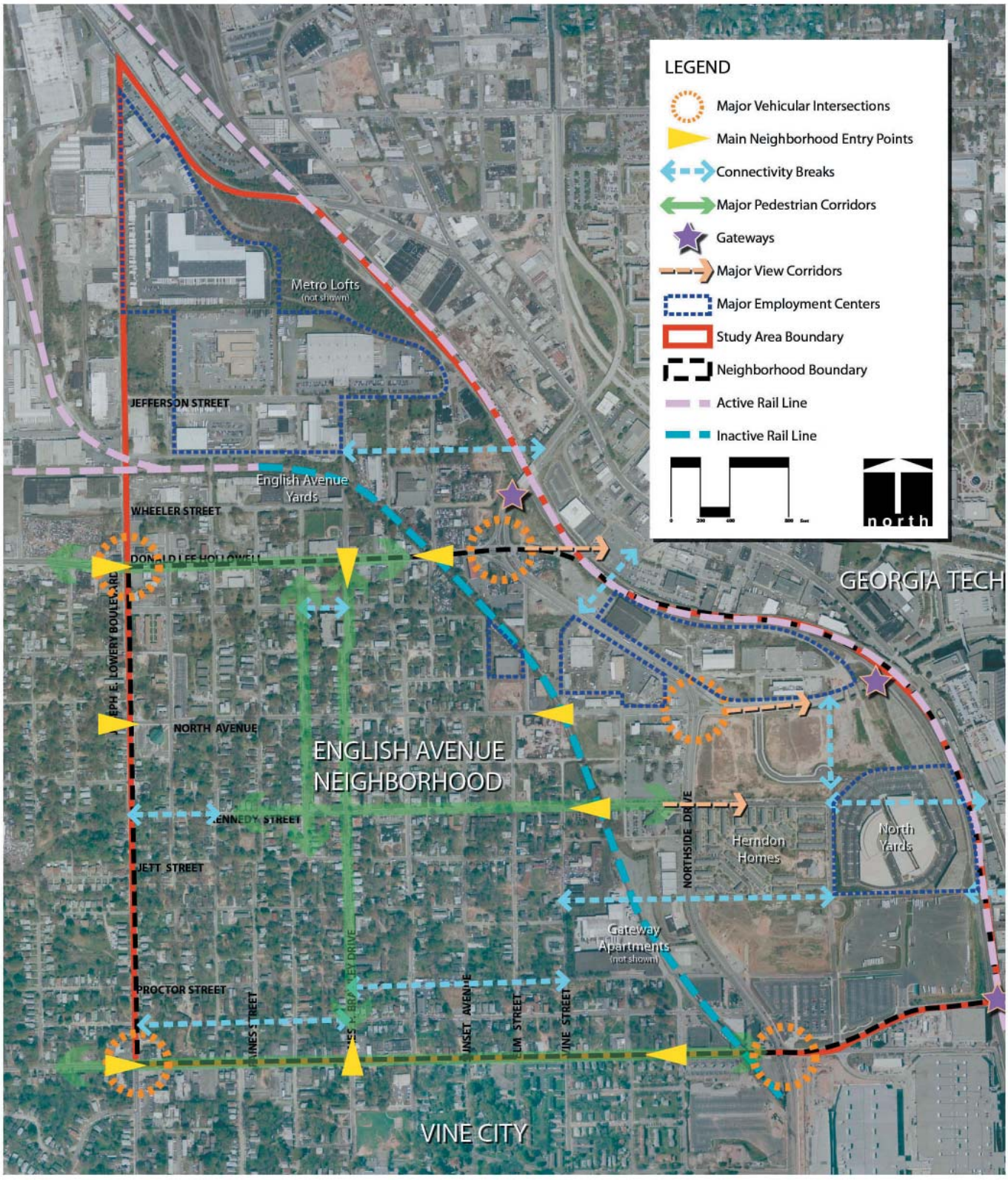
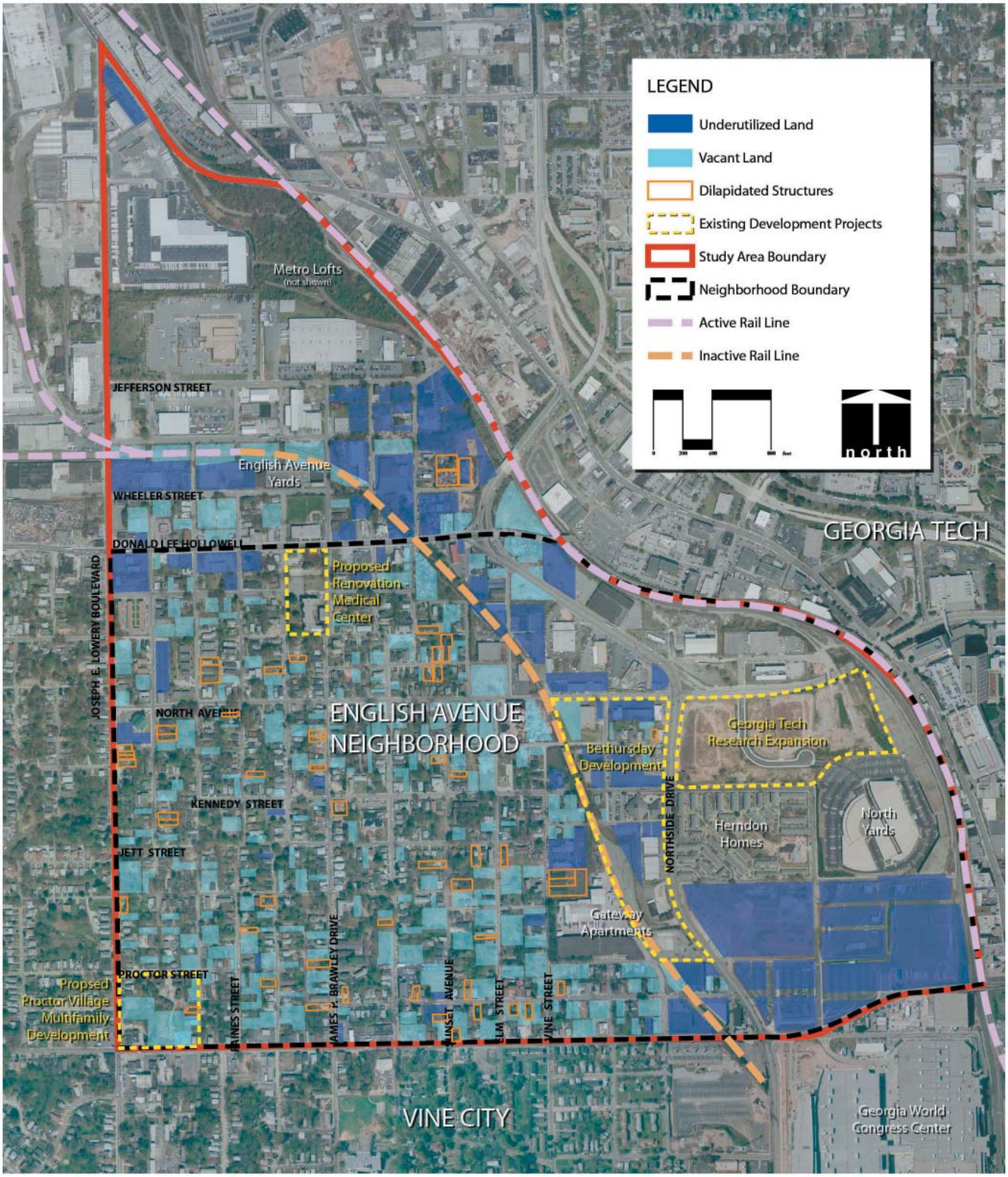


Figure 2.9
Development Opportunities



2.9 Market/ Demographic Overview

The study area is located on the western-most edge of intown Atlanta adjacent to Midtown West, Atlantic Station, and the Upper Westside area. These areas have been experiencing redevelopment through infill, adaptive re-use, and large-scale construction as development efforts have moved from the eastern and central parts of town into the Westside. Developers are even more attracted to the Westside because of the increasing land costs in Midtown and Downtown area. The activity from entities such as Georgia Tech and developments including the Georgia Dome, Georgia World Congress Center, North Yards Business Park, the Georgia Aquarium and Atlantic Station continue to draw attention to this Corridor.

There have been major investments made by the Atlanta Development Authority and Atlanta Housing Authority to transform large areas around English Avenue into new mixed-use developments. Antioch Baptist Church' Bethursday Development Corporation and the Atlanta University Center have also taken the initiative to attract new development into the area. Office and business park demands are increasing due to significant new investment occurring along the corridor. This development trend is expected to continue due to the on-going development of the Atlantic Station and future development by Georgia Tech, the World of Coke and other major land holders.

According to the Northside Drive Corridor Study (2004), the Atlantic Station development is expected to bring some 1.7 million square feet of new destination retail into the area. As a result of the addition of Atlantic Station, retail development is increasing, and it is expected to attract regional shopping as well as many residential projects creating an increase in the demand for neighborhood shopping centers. Based on the demographic and economic characteristics illustrated in the following table, it is clear that this building market pressure has not quite infiltrated the English Avenue study area.

The diversity of the City of Atlanta and its recent growth trends reflect a growing population of young, single, well educated, moderate income renters, to the well established base of low income, older homeowners and renters who have lived in the area for a long time. Despite these growth trends in the City, the immediate core of English Avenue has decreased in population, but the greater neighborhood is showing slight signs of improvement with loss rates stabilizing and even starting to turn positive. Over the past 20 years, English Avenue has been experiencing a consistent decline in their total population; this decline is predicted to continue for many years to come. The 1998 English Avenue CRP reported a steady decline in population from 1950 - 1980 (2507, 3322, 3396, and 3151 respectfully). In 1990 there was a total population of 4,850 which has declined by 15.3 % in the year 2000 to a total population 4,109. Population projections show that there may be an additional decrease of approximately 2.3 % by the year 2010. The household group with the lowest average household income was those headed by individuals under 25 years of age (78% reported income under $10,000) as described in the 1998 plan. In 2005 48% of all household have a yearly income of less than 15,000, compared to the City of Atlanta's 23.5 %. Nearly half of all English Avenue residents are living in poverty compared to 93% as published in the previous English Avenue CRP. The income characteristics of both individuals and households paint a bleak picture for the community. A greater number of businesses and more owner-occupied housing are both obvious needs in the study area as well.

Changes that would increase private development in the study area will involve needing to create more diversified residential and commercial products to help attract new residents and employees to the area. Detailed statistics are shown in Figure 2.10.

Georgia Tech Research Facility

Atlantic Station

English Avenue Community Redevelopment Plan Update
Demographic Overview Comparison

	1/2 Mile Radius	1 Mile Radius	City of Atlanta	Atlanta MSA	Georgia	United States
Population						
1990	4,850	16,721	391,647	2,959,980	6,478,221	248,710,012
2000	4,109	16,086	416,474	4,112,224	8,186,453	281,421,906
2005 (Estimate)	3,996	16,332	413,185	4,657,426	8,969,042	296,460,069
2010 (Projected)	3,904	16,374	410,230	5,168,874	9,708,032	310,729,754
Change						
1990-2000	-15.3%	-3.8%	6.3%	38.9%	26.4%	13.2%
2000-2005	-2.8%	1.5%	-0.8%	13.3%	9.6%	5.3%
2005-2010	-2.3%	0.3%	-0.7%	11.0%	8.2%	4.8%
Population Overview						
Median Age	34.4	25.3	34.1	34.2	34.3	36.3
Under 18	32.9%	32.2%	26.9%	29.4%	29.1%	27.6%
Between 25-35	15.8%	15.2%	19.4%	20.1%	18.1%	17.4%
Over 65	8.7%	6.8%	9.5%	8.0%	9.9%	12.5%
Less Than High School	41.3%	31.6%	21.6%	16.4%	19.8%	18.3%
High School Graduates	40.9%	40.6%	31.1%	29.0%	30.4%	29.1%
College Graduates	5.6%	13.0%	26.8%	29.9%	25.8%	26.6%
Income Overview						
Per Capita Income	$ 8,388	$ 8,027	$ 23,019	$ 27,533	$ 23,356	$ 24,385
Change in PCI since 1990	59.1%	36.8%	51.3%	65.6%	71.8%	69.6%
Average Household Income	$ 21,202	$ 22,660	$ 56,249	$ 76,088	$ 63,505	$ 64,443
Household Income						
Less than $15,000	48.8%	43.6%	23.5%	9.8%	14.8%	14.7%
$15,000-$24,999	21.6%	20.7%	12.6%	8.3%	10.9%	11.6%
$25,000-$34,999	9.9%	11.7%	10.7%	9.4%	11.0%	11.2%
$35,000-$49,999	7.0%	10.1%	13.1%	15.5%	16.1%	16.0%
$50,000-$74,999	7.7%	7.3%	13.8%	20.7%	19.4%	19.0%
$75,000-$99,999	2.1%	2.7%	8.4%	14.4%	11.9%	11.6%
Over $100,000	3.1%	3.8%	18.1%	21.9%	16.0%	15.9%
Employment						
Daytime Population	3,942	16,373	344,875	1,999,258	3,604,208	124,390,056
Businesses	148	515	23,898	171,406	324,899	11,265,674
Unemployed	11.4%	37.1%	8.8%	4.7%	4.5%	5.5%
Households						
1990	2,063	5,911	154,897	1,102,582	2,366,607	91,947,641
2000	1,635	4,799	168,147	1,504,886	3,006,369	105,480,101
2005 (Estimate)	1,546	4,855	163,788	1,664,720	3,242,705	110,228,304
2010 (Projected)	1,450	4,759	157,331	1,797,829	3,467,786	114,750,688
Change						
1990-2000	-20.7%	-18.8%	8.6%	36.5%	27.0%	14.7%
2000-2005	-5.4%	1.2%	-2.6%	10.6%	7.9%	4.5%
2005-2010	-6.2%	-2.0%	-3.9%	8.0%	6.9%	4.1%
Housing Overview						
Avg. HH Size	2.57	2.23	2.34	2.75	2.69	2.62
Single-Person HH	48.9%	55.3%	52.9%	30.0%	28.2%	27.4%
Housing Units	2,278	6,897	209,421	1,914,019	3,757,775	123,978,261
Owner-Occupied	14.9%	15.4%	35.4%	60.9%	59.3%	59.7%
Renter-Occupied	52.9%	55.0%	42.9%	26.1%	27.0%	29.2%
Vacant	32.2%	29.6%	21.8%	13.0%	13.7%	11.1%
2000 Median Housing Value	$ 55,438	$ 58,209	$ 128,173	$ 130,605	$ 108,287	$ 115,194

All statistics are 2005, unless otherwise noted.
1/2 mile radius from intersection of Sunset Avenue & North Avenue.
1 mile radius from intersection of Sunset Avenue & North Avenue.